



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*April 23, 2009
Agenda Item 5.0*

Memorandum

DATE: April 16, 2009
TO: Congestion Management Agency Board
FROM: Dennis R. Fay, Executive Director
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

Sacramento Report

I have attached a report from the CMA's Sacramento representative.

Washington, DC Report

I have attached a report from the CMA's Washington, DC representative.

American Recovery and Reinvestment Act (ARRA)

Based on the passage of ABX3 20, additional ARRA funds, in the amount of \$157 million, is anticipated to be available to the region through MTC. Of the \$157 million, \$120 million will advance stalled Proposition 1B construction projects, \$23 million region wide and \$4.7 million for additional LSR projects in Alameda County, and \$14 million for HOT Lane Projects in Alameda County and Santa Clara County.

Audit Services Procurement

Staff conducted a formal bidding process and received six proposals. A Review Panel was formed which consisted of CMA staff and audit staff from MTC. Following an evaluation of both technical and cost proposals, the Panel unanimously concluded that the firm of Kevin W. Harper, CPA should be selected. At its April 13, 2009 meeting, the Audit Committee approved the staff recommendation to approve the contract with Mr. Harper for a period not to exceed five years with an annual cost of \$29,300.

Financial Overview Update

Each quarter, staff presents a summary of recent financial trends affecting the CMA as well as opportunities and challenges facing the Agency. At its April 13, 2009 meeting, staff presented a preview of FY 2009-2010 Budget Format consisting of: (1) General Fund Budget (CMA operations and administration); (2) Capital Projects and Programs Fund Budget (CMA Managed); and (3) Consolidated Budget (General Fund and Capital Projects and Programs Fund combined).

Transportation Bond Measure Projects

I-580 Eastbound HOV Lane Project – The contractor for the first contract has completed work in the median and traffic has shifted in order for the outside widening to begin. The project is on track to open in August 2009. The second contract received a California Transportation Commission (CTC) allocation of funds at the October meeting and was advertised on January 5, 2009. Bid opening is scheduled for May 12, 2009. The CMA issued a Notice to Proceed to the design consultant to prepare the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street.

I-580 Westbound HOV Lane Project – The draft Environmental Document was released for circulation on March 25, 2009 and is available at the CMA website. The public comment period will close on April 24, 2009. The design phase of this project began in June 2008. The ACCMA has reviewed the preliminary design package (35 percent PS&E). The CMA and the consultant are preparing a strategy to split the project into smaller construction contracts. The CMA is preparing a corrective action plan to remove the bus ramp from the project scope for review by the CTC.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received \$68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract one, administered by Caltrans received an allocation of construction funds from CTC in October 2008. The CTC allocated the construction funds for the two contracts administered by the City of Livermore at its December 2008 meeting. The three contracts were advertised in January 2009.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. A 35 percent submittal package has been completed and comments have been received from Caltrans. The project has been divided into two construction packages to attract more bidders. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report (PSR).

I-80 Integrated Corridor Mobility (ICM) Project – Meetings with stakeholders are being held to define the Traffic Light Synchronization Program (TLSP) functional requirements. The data collection plan was approved and is currently being implemented. A Delivery Action Plan, addressing the project's revised schedule, was developed by Caltrans, MTC, CMA and the CCTA and will be submitted to the California Transportation Commission (CTC). A 20 member Technical Advisory Committee (TAC) has been formed for the project.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues –The Project Report and Environmental Document are underway and preliminary engineering and environmental technical studies have commenced. The Administrative Draft environmental document is scheduled for late April 2009.

Status of Corridor Studies/Projects

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor for the first contract, is continuing to work aggressively to complete the project.

Contracts 2 and 3 were advertised in September and bids were opened on December 10, 2008 and on December 16, 2008, respectively. Contract 3 was awarded on April 7, 2009 and contract 2 is scheduled to be awarded on April 17, 2009. A contract has been executed with Electronic Transaction Consultants (ETC) for the System Integration work on the Express Lane project. The Notice to Proceed with Phase I of the contract was issued in February 2009.

I-580 Traffic Management Plan Project – The Center-to-Center (C2C) Program communication hubs project was awarded to DKS Associates. This communication package will link various Transportation Management Centers in the Bay Area which include communication centers at the Metropolitan Transportation Commission (MTC) and Alameda County SMART Corridors. The Software Integration Package was awarded to Irvine Global Consulting and will be completed in June 2009. The integration will link cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors. The project is also installing ramp metering on Grant Line Road, North Flynn Road and Portola Avenue, funded from a MTC grant. The I-580 TMP Technical Advisory Committee met three times to discuss various elements of this project. The draft C2C Hub design has been completed. These projects are on schedule with the completion date of June 30, 2009.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. Upon completion of the funding agreement with ACTIA, the CMA will begin discussions with Caltrans to establish a partnership agreement for this project.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. ACTIA is the lead agency for the environmental phase and has completed the NEPA environmental document to clear the Fallon to Tassajara Road auxiliary lane segment. Caltrans approved the plans and will issue the permit to allow this work to be combined with the City of Dublin's Fallon Road Interchange Project. A project specific funding agreement between the City of Dublin and the CMA is being prepared.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. The consultant is addressing Caltrans' comments on the traffic operations analysis report. The CMA has requested that additional studies be prepared to investigate the feasibility of a double HOT lane. A contract change order to install the infrastructure of some of the civil elements of the HOT Lane was issued to the EB HOV project. The CMA is investigating possible alternatives for delivery of the civil elements of the project. A draft RFP for the system integrator is being circulated for review and comment by the project team.

I-680/I-880 Cross Connector Project – Team meetings and technical studies are currently on hold pending agreement with Caltrans regarding project oversight support.

I-580 Sound Wall Design – San Leandro and Oakland – The San Leandro soundwall project was advertised on April 8, 2009 following the federal authorization (E-76) for construction on April 1, 2009. The bid opening is scheduled for May 1, 2009. The 65% PS&E for the Oakland soundwall was submitted to Caltrans on February 27, 2009. A Public Information meeting is scheduled for April 16, 2009.

I-880 Corridor System Management Plan – The I-880 Corridor System Management Plan (CSMP) TAC met on November 10, 2008. The results of the scenario analysis proposed to improve the performance of the corridor were discussed. The consultant team has been working since then to incorporate TAC input. This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented.

I-580 Corridor System Management Plan –A corridor stakeholder meeting for the I-580 East Corridor System Management Plan (CSMP) was held on January 27, 2009 to discuss development of the CSMP. The next corridor stakeholder meeting is scheduled for April 8, 2009 at 2 p.m. The CSMP is a requirement of the Corridor Mobility Improvement Account (CMIA) I-Bond funding, and as a result is a requirement for the CMIA-funded improvement projects along the I-580 Corridor in Alameda County. The final technical memorandum describing the baseline existing conditions and trends for forecast years 2015 and 2035 was developed. Subsequently, the final technical draft report presenting the proposed improvement strategies for addressing existing (2008) and future (2015 and 2035) congestion in the I-580/I-238 corridor was developed and distributed in February 2009. All deliverables have now been distributed and the final draft report was presented to the TAC on April 8, 2009.

SR 24 Corridor System Management Plan – The draft mitigation strategies were presented to Alameda County and Contra Costa jurisdictions on March 11, 2009. A technical draft memorandum describing the performance evaluation criteria based on vehicle delay and congestion and providing an evaluation of performance measures and analysis of travel time reliability was developed and distributed in February 2009. A public outreach meeting was held on March 24, 2009.

Ardenwood Park & Ride Lot Project – Construction of the Park and Ride Lot began on September 18, 2008 and completion is anticipated in June 2009. Construction was suspended in mid-November 2008 pending issuance of a final building permit by the City of Fremont. A permit was issued in January 2009 and construction completion is anticipated for June 2009. A sub project is being developed to construct a CMS sign on I-84, place "next bus" signs in the bus shelters, provide striping and signal modifications to improve access from Ardenwood Blvd. and construct a restroom for AC Transit's use.

BART to Warm Springs – Bids for the Final Design on the Fremont Central Park Subway ("Subway") are scheduled to be opened on April 21, 2009. The BART Board is expected to award the contract in late May and NTP is expected to be issued in early July. Preliminary engineering on the Line, Track Station and Systems ("LTSS") contract is 75 percent complete. BART also recently conducted a Value Engineering study of the LTSS contract documents and intends to evaluate VE recommendations prior to finalizing the bid documents. A Request for Qualifications (RFQ) for the LTSS contract is expected to be issued this spring. A Request for Proposal (RFP) is expected to be issued this summer, with a best-value award scheduled for mid-2010. Project permits are now in place from the SF Regional Water Quality Control Board and the CA Department of Fish and Game. The permit from the US Army Corps of Engineers is expected shortly.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor (SVRTC)) – The Draft Environmental Impact Statement (EIS) was released for public review on March 11, 2009 with the Final EIS to be circulated in January 2010. Comments on the DEIS are due May 8, 2009.

Caldecott Tunnel 4th Bore – The Final Environment Document for the project is available for review on the project website at: www.dot.ca.gov/dist4/caldecott/. CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC). Caltrans has reached agreement with the Fourth Bore Coalition to settle the litigation that was filed against the project. The CTC is scheduled to allocate funding to the project at the April 15-16, 2009 meeting.

Dumbarton Rail Corridor – The project continues to proceed with finalizing the environmental, constructability and structural evaluations. The draft EIS/R is progressing and is expected to be released by summer 2009.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor. The limit of this corridor is from Eastmont Mall to the Transbay Terminal in San Francisco. This SMART/Bus Rapid Transit (BRT) Corridor implementation will be modeled after the existing San Pablo Avenue and International/Telegraph SMART/BRT Corridors. On July 31, 2008, the CMA Board awarded the Grand/MacArthur Corridor Transit Enhancement Project construction contract to Ray's Electric, the lowest responsive bidder. Construction started September 22, 2008. The contractor has installed all ITS elements of this project on Grand Ave. This project is on schedule with a completion date of June 30, 2009.

SMART Corridors Program – CMA's SMART Corridors partnership includes 29 public agencies. The CMA provides video and traffic data to the public and to transportation managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. The CMA is working with the Alameda County Public Works Agency on the implementation of Transportation Management Centers (TMC). CMA is also leading the project to implement ITS on Webster Street in the City of Alameda. CMA staff is also managing various contracts to operate and maintain SMART Corridors components.

San Pablo Avenue Rapid Bus Stop Improvements - The CMA is taking the lead in implementing approximately \$2.6 million in improvements to the Rapid Bus stops in Alameda County funded through AC Transit using Measure B funds. At the request of the cities, the CMA and the funding agencies have agreed to implement streetscape amenities as an alternative to the installation of decorative crosswalks. This will extend the project completion date to June 2009. All project elements are completed with the exception of bus-bulb-outs and median islands which will start by early May 2009. This project is on schedule with a completion date of June 30, 2009

State Route 84 HOV Extension – Dumbarton Corridor – The HOV lane was open to traffic on September 5, 2008 and the project closeout is underway.

Central Alameda County Freeway System Study – A draft Project Initiation Document (PID) is being finalized. The next Policy Advisory Committee (PAC) meeting is anticipated to be held in April or May 2009 to release the Local Alternative Transportation Improvement Program (LATIP) and supporting documentation for local and California Transportation Commission approval. After PAC approval of the submittal package is obtained, local approvals will be sought similar to the process used for the Financially Unconstrained LATIP.

MTC's Lifeline Transportation Program – Based on the approved State budget, the STA funds for the Lifeline program in Alameda County have been reduced by \$1.1 million in Tier 1 and an estimated \$3 million in Tier 2. The Tier 2 budget is subject to confirmation of the FY 2010/11 state budget. The Board will review a revised Lifeline program for approval at the April Board meeting. The intent of the Lifeline Transportation Program is to fund projects that increase transportation mobility for low income residents in Alameda County.

Berkeley/Oakland/San Leandro BRT – The BRT TAC meeting was held on March 12, 2009 at 10:30 a.m. to prepare for the BRT Policy Steering Committee. The next TAC meeting is scheduled for April 15, 2009 at 9 a.m. The BRT Policy Steering Committee (PSC) was held on March 20, 2009 at 3:00 p.m. The next PSC meeting is scheduled for April 17, 2009 at 2 p.m.

Transportation and Land Use Work Program – CMA staff is discussing TOD TAP scopes with two jurisdictions. Staff is also coordinating within the county to determine how to integrate TOD into climate change goals.

solutions and costs that meet transportation needs identified during community outreach. The Plan is expected to be complete in June 2009.

Guaranteed Ride Home Program – The Annual Evaluation will be presented to the Board in May 2009. It will include results of the annual employee and employer surveys. 4,422 employees and 190 employers are actively registered in the program. The average cost per taxi trip is \$83.90 and the average trip length is 38.9 miles. The average one-way trip distance for a rental car ride is 47.9 miles. The average savings for a rental car ride compared to a cab is \$72.54 per ride. Nearly one out of four rides (24%) is taken using a rental car. The pilot program to allow a Downtown Business Association (DBA) and Transportation Management Association (TMA) to register in the program is continuing to attract more enrollees in Berkeley and Emeryville.

Truck Demand Model – The Task Force met on March 17, 2009 to discuss data collection. Data collection is expected to begin at the end of April at about 55 locations on major roads across the county. The next Task Force meeting is on May 19, 2009 at 10:00 a.m.

Update of the Countywide Travel Demand Model – The updated model with the P2007 land use is available. The model plots and documentation are posted on the website.

Truck Parking Facility Feasibility and Location Study – The Final Report was approved by the Board at its December 2008 meeting. The Final Report has been posted on the website. Staff will be preparing an Implementation Plan for Board consideration by June 2009.

Update on Climate Action Activities

As follow up to the December 2008 CMA Board retreat, staff is preparing draft Climate Action priorities to review with the CMA Board as well as investigating ways to strengthen the Land Use Analysis Program and Transportation Demand Management elements of the CMP to address climate change. The CMP elements will be updated as part of the on-going 2009 CMP update. The Board will review this information at its April 2009 meeting. A Climate Action Workshop jointly hosted by the ACCMA, ACTIA and Supervisor Haggerty's office was held on March 11, 2009. The next meeting will be held on May 13, 2009 at 10 a.m.

Countywide Transportation Plan/Regional Transportation Plan

It is anticipated that the MTC Commission will adopt the final RTP at its April meeting. Once the RTP is finalized, the Countywide Transportation Plan will be brought back to the Board to review potential changes. This is anticipated to occur at the May meeting.

Environmental Documents/General Plan Amendments Reviewed

Since my last report, two environmental documents, notices of preparation or general plan amendments have been received or reviewed. Responses are attached.

CMA Board and Committee Meeting Dates

Board meetings will be at 3:30 p.m. in the ACTIA offices. Administration & Legislation Committee meetings will be at 11 a.m. in the CMA offices in Oakland unless otherwise noted.

Plans & Programs Committee meetings will be at 12 noon in the CMA offices in Oakland unless otherwise noted.

CMA Board

May 28, 2009

June 25, 2009

Jul 23, 2009

August – no meeting

Plans & Programs

May 11, 2009

June 8, 2009

Jul 13, 2009

August – no meeting

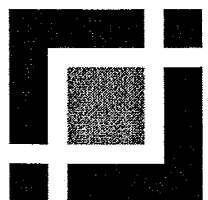
Administration & Legislation

May 11, 2009

June 8, 2009

Jul 13, 2009

August – no meeting



Suter-Wallauch-Corbett & Associates

Government Relations

Attachment A

April 15, 2009

TO: Dennis Fay, Executive Director
Alameda County Congestion Management Agency

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

The legislature was in its Spring Recess last week. However, State Constitutional Officers kept the Capitol busy with various reports and meetings in an attempt to cope with the ongoing budget crisis.

State Controller's Reports: At the beginning of April, Controller John Chiang declared that California has enough money to get through the end of the current fiscal year without further borrowing for several shaky reasons including:

- Last week's change in state law allowing for the collection of an extra \$1.6 billion in federal Medicaid funds.
- State Special Fund reserves in the amount of \$1.35 billion that can be tapped to pay bills.
- A \$500 million short-term loan from the Golden 1 Credit Union.

Chiang cautioned that voter rejection of the May 19 ballot measures and continued deterioration in California's economy will put the state back in the red by June 30. He noted that the state started the current fiscal year with a deficit of \$1.45 billion, which has ballooned to \$22 billion as of March 31, 2009. So far, that deficit has been covered by internal borrowing from State Special Funds, and issuance of Revenue Anticipation Notes (short-term borrowing).

On Friday, the Controller issued his monthly cash flow report, noting that while sales tax revenues are severely down, personal income and corporate taxes revenues are higher than expected, and that receipts are tracking closely with overall projections assumed by the 17-month state budget settlement. The Controller does not anticipate California's economic recovery until well into 2010, although the LAO's prognosis is a little rosier. If you are interested reading the Controller's full March cash flow reports, or in tracking personal income tax as it is received, follow links on the Controller's website:
www.sco.ca.gov

Treasurer's Office: Thousands of infrastructure projects are still on hold, although a few hundred will start up again as a result of the State's bond sale last month. Treasurer Bill Lockyer is exploring issuance of additional RANS or RAWs, as well as a taxable

bond issue that could be tied to the Build America provision of the Federal Stimulus Act signed by President Obama in February. Lockyer is in London this week to drum up support for marketing these bonds to institutional buyers.

Commission on the 21st Century Economy: On Thursday this Commission held its 4th meeting, focusing on examination of possible changes to the State Revenue and Taxation code that would make more sense in light of funding needs and associations between specific taxes and those needs. The Commission took up the question of instituting a “split roll” as a reform to Proposition 13. Former Legislative Analyst Bill Hamm took no position on the issue, but noted:

- There is no evidence that a split roll would cause a property tax shift to homeowners.
- That bringing commercial property to full valuation for PT purposes could result in the loss of 100,100 to 150,000 jobs in California.
- Those small businesses couldn't take a hit because they are less prepared to take the shock of a PT increase.

On the other hand Lenny Goldberg of the California Tax Reform Association reiterated his argument for periodic reassessment of commercial property, noting that a split roll could produce \$6-8 billion yearly for local governments.

The Commission will return to its deliberations in June to begin formatting proposals to bring to the Governor and the Legislature.

Legislative Counsel: Issued a March 9 opinion made available last week that reaffirms an earlier opinion by her office that the majority-vote budget bill passed by Democrats late last year is valid. This is the Legislature’s attorney, however, and any such future proposal would undoubtedly wind up in court.

LEGISLATION

Bill	Topic	Status	Client-Position
AB 497 (Block) I-02/24/2009	Vehicles: high-occupancy vehicle lanes: used by physicians.	03/12/2009-Referred to Com. on TRANS. (03/12/2009-A TRANS.)	ACTA-Watch CMA-Watch
	NOTE: This bill would allow a physician to use an HOV lane regardless of occupancy requirements when traveling to an emergency call if the car displays an insignie to be developed by the Department of Motor Vehicles.		

AB 670 (Berryhill, Bill) I-02/25/2009	Vehicles: high-occupancy vehicle lanes: veterans.	03/23/2009-Referred to Com. on TRANS. (03/23/2009-A TRANS.)	ACTA-Watch CMA-Watch
	NOTE: This bill would exempt from HOV occupancy restrictions any vehicle driven by a veteran or active duty member of the United States Armed Forces. The vehicle must display a distinctive decal approved by the DMV.		
AB 672 (Bass) A-04/14/2009	Transportation: bond-funded projects: letter of no prejudice.	04/14/2009-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. (04/14/2009-A TRANS.)	ACTA-Watch CMA-Watch
	NOTE: This bill was recently amended to enact a process where a local or regional agency that is using any Prop 1B bond funds for project may apply for a "letter or no prejudice" (LONP) to advance a project using local funds and then be repaid with Prop 1B funds at a later date. The language allows the agency administering the Prop 1B program to develop and adopt guidelines for implementing this bill. The LONP process proposed in AB 672 would apply only to Prop 1B funds.		
AB 744 (Torrico) I-02/26/2009	Transportation: Bay Area high-occupancy vehicle network.	03/23/2009-Referred to Com. on TRANS. (03/23/2009-A TRANS.)	ACTA-Watch CMA-Watch
	<p>NOTE: As currently drafted, AB 744 provides an outline for establishing a regional network of high occupancy toll (HOT) lanes in the Bay Area. In general, the bill would grant the Bay Area Toll Authority (BATA) the authority to finance, build, and operate the network.</p> <p>AB 744 is scheduled for hearing by the Assembly Transportation Committee on April 27. MTC is currently drafting amendments to this bill, and the Commission is working with the Alameda CMA and Santa Clara VTA on how the bill would be implemented.</p>		

AB 798 (Nava) I-02/26/2009	California Transportation Financing Authority: toll facilities.	04/14/2009-From committee: Do pass, and re-refer to Com. on APPR. Re- referred. (Ayes 11. Noes 3.) (April 13). (04/14/2009-A APPR.)	ACTA-Watch CMA-Watch
<p>NOTE: AB 798 was approved by the Assembly Committee on Transportation, and now moves to the Assembly Appropriations Committee.</p> <p>This bill would create the California Transportation Financing Authority (CTFA). The purpose of the Authority is to establish a source for local agencies to publicly finance toll projects and other transportation projects.</p> <p>The definition of entities that may apply for funds includes the state and any local or regional transportation planning agency. The definition of a project includes highways, local streets, rail projects, and projects supplemental to existing facilities, but it is unclear if this includes transit projects other than rail.</p>			
AB 949 (Logue) I-02/26/2009	Transportation: State- Local Partnership Program.	03/26/2009-Referred to Com. on TRANS. (03/26/2009-A TRANS.)	ACTA-Watch CMA-Watch
<p>NOTE: AB 949 would expand the definition of local matching funds for the purpose of allocating the Prop 1B State and Local Partnership Program (SLPP) funds to include any fee or tax, including revenue from mineral or resource extraction fees or taxes. The bill removes the requirement that local matching funds must be voter approved, and the local fee or tax is not required to be dedicated to transportation improvements.</p> <p>This bill is sponsored by the Counties of Nevada and Yuba. These counties do not have a voter approved transportation sales tax or fee program, and the intent of this bill is to gain access to the formula allocated SLPP funds.</p> <p>Most SLPP funds are allocated by a formula based on the amount of local voter approved fees or taxes generated in a county. Changing the definition would have unknown, but potentially significant, impact to the amount of SLPP funds currently expected for projects in Alameda County.</p>			

AB 1135 (Skinner) A-04/13/2009	Vehicles: registration renewal.	04/14/2009-Re-referred to Com. on TRANS. (04/14/2009-A TRANS.)	ACTA-Watch CMA-Watch
	<p>NOTE: The bill would require the owner of a vehicle to report the odometer reading to the Department of Motor Vehicles when renewing vehicle registration. Recent amendments also require the DMV to create a data base to compile this information by block group, census tract, and city and county.</p> <p>The bill contains findings and declarations regarding the need for more accurate vehicle miles traveled data in order to improve transportation planning and estimates of air quality impacts.</p>		
AB 1175 (Torlakson) A-04/14/2009	Toll facilities.	04/14/2009-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. (04/14/2009-A TRANS.)	ACTA-Watch CMA-Watch
	<p>NOTE: As introduced AB 1175 added the Antioch and Dumbarton bridges to the toll bridge seismic safety program.</p> <p>AB 1175 was amended this week to add language that authorizes the Bay Area Toll Authority at its discretion to submit a regional measure to the voters to increase bridge tolls. The regional measure must described the projects and programs to be funded, and the bill states the projects and programs shall consist of infrastructure projects, acquisition of transit vehicles, transit operating assistance, and other improvements that reduce congestion and improve travel options. The bill does not specify how the expenditure plan would be developed.</p> <p>In addition, AB 1175 removes the three year limit for allocating \$20 million of RM 2 funds for Translink operations.</p>		

AB 1386 (Hayashi) A-04/13/2009	State highways.	04/13/2009-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. Re-referred to Com. on TRANS. (04/13/2009-A TRANS.)	ACTA-Watch CMA-Watch
	<p>NOTE: AB 1386 amends existing law to allow for the proceeds from the sale of state owned right-of-way along the proposed Route 238 corridor to be used for both state and local transportation improvements. Existing law limits the use of these funds to state facilities.</p> <p>The bill has been amended to specify the dispensation of the proceeds from the sale of the state owned right-of-way. <i>In addition, language was added to relinquish portions of State Routes 92, 185, and 238 within the City of Hayward.</i></p> <p>AB 1386 will be heard by the Assembly Committee on Transportation on April 20th.</p>		
AB 1414 (Hill) A-04/02/2009	Transportation planning.	04/13/2009-Re-referred to Com. on TRANS. (04/13/2009-A TRANS.)	ACTA-Watch CMA-Watch
	<p>NOTE: AB 1414 was significantly amended to include numerous changes that reform the STIP programming process. In summary, the bill makes the following changes:</p> <ul style="list-style-type: none"> • Extends the STIP programming period from 5 to 6 years. • County shares would be calculated during each STIP cycle, and other county share changes are proposed. • Clarifies the process that the CTC uses to accept or reject an RTIP. • Allows for bonding against county shares. • Clarifies the development of an allocation plan, which is when STIP revenue falls short of estimates. • Creates a "master" STIP which would include all projects funded through the STIP, TCRP, CMIA, TCIF, and other CTC administered programs. 		

These STIP reform proposals were developed by the Santa Clara VTA in cooperation with the other Bay Area CMAs.			
AB 1500 (Lieu) I-02/27/2009	High-occupancy lanes: single occupancy vehicles: sunset date.	04/02/2009-Referred to Com. on TRANS. (04/02/2009-A TRANS.)	ACTA-Watch CMA-Watch
<p>NOTE: This bill extends the sunset date by 5 years from January 1, 2011 to January 1, 2016 on existing law that allows specified types hybrid and low emission vehicles to use an HOV lane regardless of the number of occupants.</p> <p>AB 1500 will be heard by the Assembly Transportation Committee on April 27th.</p>			
AB 1502 (Eng) I-02/27/2009	Vehicles: HOV lanes.	04/02/2009-Referred to Com. on TRANS. (04/02/2009-A TRANS.)	ACTA-Watch CMA-Watch
<p>NOTE: This bill extends the sunset date by 6 years from January 1, 2011 to January 1, 2017 on existing law that allows specified types of low-emission vehicles to use an HOV lane regardless of the number of occupants. However, under this bill the sunset date for the exemption for hybrid vehicles would remain January 1, 2011.</p> <p>AB 1502 will be heard by the Assembly Transportation Committee on April 27th.</p>			
ACA 9 (Huffman) I-02/06/2009	Local government bonds: special taxes: voter approval.	02/10/2009-From printer. May be heard in committee March 9. (02/06/2009-A PRINT)	ACTA-Watch CMA-Watch
<p>NOTE: ACA 9 amends the Constitution to reduce the vote requirement for passage for a special tax or local general obligation bond from 2/3 to 55%.</p> <p>ACA 9 would allow any special tax to be enacted with the approval of 55% of the voters. ACA 9 also allows for general obligation bonds to be approved with 55% of the voters; however, the bonds must be used solely for infrastructure projects, which include transportation, sewer, water, and parks projects as well as low income housing projects. Local governments are also required to comply with specified auditing requirements if bonds are enacted with a 55% vote.</p>			

ACA 15 (Arambula) I-03/10/2009	Local government transportation projects: special taxes: voter approval.	03/11/2009-From printer. May be heard in committee April 11. (03/10/2009-A PRINT)	ACTA-Watch CMA-Watch
	NOTE: ACA 15 would amend the Constitution to allow local governments to impose a special tax upon approval of 55% of the voters. ACA 15 defines a special tax for purposes of the 55% threshold as providing funding for transportation projects.		
ACA 16 (Nestande) I-03/25/2009	General obligation bonds: proceeds of sale.	03/26/2009-From printer. May be heard in committee April 25. (03/25/2009-A PRINT)	ACTA-Watch CMA-Watch
	NOTE: This Constitutional amendment would limit the use of future bonds to "long-term" infrastructure. ACA 16 limits the definition of long-term infrastructure to include land, easements, right-of-way, construction or acquisition of improvements to land, including structures, and the construction of roadways and water conveyances.		
SB 205 (Hancock) A-04/14/2009	Traffic congestion: motor vehicle registration fees.	04/14/2009-Read second time. Amended. Re-referred to Com. on APPR. (04/14/2009-S SECOND READING)	ACTA-Support CMA-Sponsor
	NOTE: SB 205 was approved by the Senate Committee on Transportation & Housing. The Committee Chairman, Senator Lowenthal, expressed his support for this bill and his interest in working with Senator Hancock on exploring if this proposal could benefit transit operations. This is the reintroduction of AB 444 from last session. SB 205 would allow any county to place on the ballot a majority vote measure to impose up to a \$10 fee on each vehicle for the purpose of funding congestion mitigation and air quality programs.		

SB 406 (DeSaulnier) A-04/13/2009	Land use: environmental quality	04/15/2009-From L. GOV.: Do pass.To RLS.. (04/15/2009-S RLS.)	ACTA-Watch CMA-Watch
	<p>NOTE: SB 406 would make numerous changes to the duties and membership of the Planning Advisory and Assistance Council. In addition, it would allow regional planning agencies to impose a vehicle registration fee to fund the development and implementation of regional blueprint plans.</p> <p>The Planning Advisory and Assistance Council (PAAC) currently consist of representatives from cities, counties, and regional agencies that are appointed by the Director of the Governor's Office of Planning & Research. The PAAC assists OPR in the development State's Environmental Goals and Policies Report. SB 406 would significantly change the composition of the PAAC members and assign additional duties to the PAAC, such as coordinating regional blueprint plans.</p> <p>SB 406 also authorizes metropolitan planning organizations to impose up to a \$2 surcharge on each vehicle registered within the region. If the population exceeds 300,000 then all amounts above \$1 must be used for grants to cities and counties for planning and projects related to implementing a regional blueprint plan. In the Bay Area, the resolution imposing the surcharge must be adopted by both MTC and ABAG.</p>		
SB 526 (Ashburn) A-04/02/2009	Intercity Rail: Altamont Pass	03/12/2009-To Com. on Trans	ACTA-Watch CMA-Watch
	<p>NOTE: This bill was amended to direct Caltrans to enter into negotiations with the appropriate entity to develop a service plan for at least one San Joaquin Corridor intercity train to use the Altamont Corridor to and from San Francisco. The bill requires Caltrans to report back to the Legislature by March 31, 2010.</p> <p>Currently, San Joaquin intercity train service operates between Bakersfield and Stockton, with a couple trains operating into Sacramento. Passengers use feeder bus service to extend their trips into the Bay Area, Sacramento, and Los Angeles.</p>		

SB 535 (Yee) A-04/02/2009	Vehicles: High-occupancy vehicle lanes.	04/02/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on T. & H. (04/02/2009-S T. & H.)	ACTA-Watch CMA-Watch
	<p>NOTE: As introduced, SB 535 deletes the sunset date on existing law that allows exempts specified vehicles from HOV lanes occupancy requirements, but it retained language that would repeal the HOV lane exemption if federal law does not authorize these exemptions.</p> <p>SB 535 was significantly amended to do two things. First, it adds to the list of vehicles that are exempt from the HOV occupancy requirements a vehicle that utilizes "advanced lithium-ion battery plug-in technology." Second, the amendments reinstate the January 1, 2011 sunset date on the HOV lane exemption for the hybrid and other vehicles. However, the exemption for vehicles utilizing advanced lithium-ion battery plug-in technology would not sunset.</p>		
SB 632 (Lowenthal) A-03/31/2009	Ports: congestion relief: air pollution mitigation.	04/03/2009-Set for hearing April 27. (03/31/2009-S E.Q.)	ACTA-Watch CMA-Watch
	<p>NOTE: This bill requires, by July 1, 2010, the ports of Los Angeles, Long Beach, and Oakland to assess their infrastructure and air quality improvement needs, including assessing the total cost for these projects and identifying potential sources of funding for them.</p>		



MEMORANDUM

TO: Dennis Fay
Alameda County Congestion Management Agency
FROM: CJ Strategies
RE: Legislative Update
DATE: April 15, 2009

The House and Senate are in a two-week spring recess. Congress will return to Washington on April 20.

FY10 Appropriations Process

Both the House and Senate approved their respective budget resolutions on April 2. A final conference agreement will set the parameters for FY10 funding levels, including funding for the Department of Transportation. Hearings and markups will begin in earnest after the recess. Additionally, the deadline for House Members to submit priority projects to the various House Appropriations Subcommittees is April 3. The House Appropriations Committee issued reforms for the FY10 process. One of these reforms requires Members to post all requests online. Information will include the proposed recipient, amount and why it is an appropriate use of taxpayer funds.

- Representatives Tauscher and McNerney submitted funding requests for improvements along the I-580 Corridor.
- Representative Stark submitted a request for the Union City Intermodal Station as well as the I-880/Industrial Parkway West Interchange.
- Representative Lee submitted a request for the I-80/Gilman Street Interchange Improvement Project.

Surface Transportation Reauthorization

The House Transportation & Infrastructure (T&I) Committee continues to work on moving the reauthorization of SAFETEA-LU forward. Committee staff has said the subcommittee could mark up a bill as early as the week of May 18th. Chairman Oberstar wants to have the bill on the floor later this spring and is intent on meeting the September 30th expiration deadline.

Funding the program continues to be a major focus---and hurdle. Chairman Oberstar has been working closely with Ways and Means Chairman Charles Rangel, on the gas tax/user fee issue, looking for opportunities to work together and build consensus with different portions of the Democratic Caucus and with Republicans. Additionally, House T&I Committee Leadership has been meeting on a regular basis with the Obama Administration on the gas tax/user fee

issue. The Obama Administration continues to say they will oppose raising the Federal gas tax while the country is in recession. Some of the revenue raising approaches the Committee is also considering are as follows:

- Indexing the gas tax to inflation
- Taxing oil at the refinery instead of at the gas pump
- Container fees for freight projects
- Pilot programs for a Vehicle Miles Traveled tax (the easiest way to start these pilot programs would be on trucks).

In the meantime, Committee staff is drafting language to reshape the Federal Transportation program. We don't expect to see a comprehensive draft of the bill until close to the mark up date. However, Staff believes that drafting of the bill will continue up until floor action. Additionally, we are told that the Committee's main objective is to reduce the number of programs (currently 108 programs) and to make the overall program more mode neutral and user friendly. This approach was one of the Commission's recommendations in January 2008. Some of the other streamlining approaches that the Committee is considering for transportation programs are:

- Streamlining the application and environmental review processes for transit projects to get the money out quicker.
- Providing categorical exclusions from the environmental review process when projects are being constructed on current rail property or transit lines that have already been reviewed.
- Giving States broader authority to move money among different transportation modes recognizing each state is different and has different transportation needs.

Potential Focuses for the Transit Program:

- Provide more funding for transit
- Give transit some short term ability to use federal funds for operations. Federal funds are currently only available for transit capital projects but many states, including California, are requesting operating funds in order to keep their transit systems working.

Senate and Administration:

Both the Senate and Administration have stated that they would like to address the transportation reauthorization bill before SAFETEA-LU expires on September 30th. Neither the Senate nor Administration is as far along as the House.

On March 25th, Senate Environment and Public Works Chairwoman Barbara Boxer convened a Full Committee hearing entitled, "The Need for Transportation Investment." geared at the Reauthorization bill. The following witnesses testified at the hearing:

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation

The Honorable Edward G. Rendell
Governor of Pennsylvania

The Honorable Kathleen M. Novak
President, National League of Cities
Mayor of Northglenn, Colorado

During the hearing, Secretary LaHood, said that “everything was on the table” when considering the next Transportation Reauthorization. Later in the hearing, the Secretary was asked about the possibility of raising the gas tax, in which he responded that the Administration was against raising the gas tax during a recession. Chairwoman Boxer then asked the Secretary “how could everything be on the table, if you aren’t willing to consider raising the gas tax?” The issue was not resolved. At this time, there is not a clear time frame or policy direction on the transportation reauthorization coming from either the Senate or Administration.

Member Designated High Priority Projects

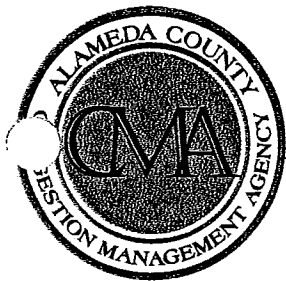
On April 2nd, the House T&I Committee released their High Priority Projects (HPP) forms to Member offices. Projects are due to the Committee by May 8th, but many Congressional offices are requiring that the forms be submitted to them prior to that date.

There are a few major differences in submitting reauthorization projects from previous years. The Committee is requiring that 80% of project funds be accounted for when submitted. In addition, the Committee is requiring a letter of support from either the state transportation department or a local transportation or government entity. If this information is not provided, the congressional staffer will not be able make the request on the T&I database. *(Attached is the Committee letter that outlines the HPP principles).*

April 28th Hearing:

On April 28th, the House T&I Committee will take testimony from Members on the merits of their proposed projects. The Committee typically convenes this type of hearing for Members at the start of a transportation reauthorization cycle, to provide an opportunity for Members to go on record with their support for projects in their districts. The hearing also provides the Committee an opportunity to build a record for support of Member designated High Priority Projects.

This year, the Committee and Members will be focusing on the merits of the projects and the immediate impacts these HPPs will have on their communities. We should prepare to send project descriptions to relevant staff in late April. Members will have the option of testifying in person or submitting their testimony for the record.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

Attachment C

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

April 1, 2009

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Tim Stranti

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Councilmember
Robert Wieckowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

Mr. Andrew Thomas
Planning and Building Department
City of Alameda
Planning Department
City Hall
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Boatworks Residential Project in the City of Alameda

Dear Mr. Thomas:

Thank you for the opportunity to comment on the City of Alameda's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Boatworks Residential Project in the City of Alameda. The proposed project would allow development of 242 housing units on a 9.5 acre site. Existing structures would be removed for the new homes. The project is located on the northern shore of Alameda Island adjacent to the Oakland Estuary at 2229 Clement Street at the intersection of Clement and Oak Streets, one block from the Park Street Bridge.

The ACCMA respectfully submits the following comments:

- The City of Alameda adopted Resolution 12308 on August 18, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP and the land uses that are being considered, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for Year 2007 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
- The CMA Board amended the CMP on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Countywide model is available to the local jurisdictions for this purpose. The Countywide Model has been updated to Projections 2007 for base years 2015 and 2035. The City of Alameda has a signed Countywide Model Agreement with the ACCMA dated April 1, 2008. The Congestion Management Program (CMP) Land Use Analysis Program requires that the City of Alameda conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2030 conditions. Before the model can be used for this

project, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2007 CMP Figures E-2 and E-3 and Figure 2). The analysis should address all potential impacts of the project on the MTS roadway and transit systems. These include I-880, Park Street (Alameda and Oakland), Fruitvale Avenue (Alameda and Oakland), Encinal Avenue, International Boulevard (Oakland), as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions. Please note that the ACCMA does *not* have a policy for determining a threshold of significance. Rather, it is expected that professional judgment will be applied to determine project level impacts.
- The CMA requests that there be a discussion on the proposed funding sources of the transportation mitigation measures identified in the environmental documentation. The CMP establishes a Capital Improvement Program (See 2007 CMP, Chapter 7) that assigns priorities for funding roadway and transit projects throughout Alameda County. The improvements called for in the analysis should be consistent with the CMP CIP. Given the limited resources at the state and federal levels, it would be speculative to assume funding of an improvement unless it is consistent with the project funding priorities established in the Capital Improvement Program (CIP) of the CMP, the federal Transportation Improvement Program (TIP), or the adopted Regional Transportation Plan (RTP). Therefore, we are requesting that the environmental documentation include a financial program for all roadway and transit improvements.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - ❑ Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - ❑ Project mitigation measures must be fully funded to be considered adequate;
 - ❑ Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

It would be helpful to indicate in the analysis the adequacy of proposed mitigation measures relative to these criteria. In particular, the analysis should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2007 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The analysis should

address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.

- The analysis should consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2007 CMP, Chapter 5). The analysis could consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. Street layout and design strategies would foster pedestrian and bicycle connections and transit-friendly site design should also be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The Alameda Countywide Bicycle Plan was approved by the ACCMA Board on October 26, 2006. The EIR should consider opportunities to promote countywide bicycle routes identified in the Plan through the project development review process. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>
- The Alameda County Pedestrian Plan, developed by ACTIA, was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Countywide Pedestrian Plan is available at <http://www.acta2002.com/>

Once again, thank you for the opportunity to comment on this NOP for a DEIR. Please do not hesitate to contact me at 510/836-2560 if you require additional information.

Sincerely,



Diane Stark
Senior Transportation Planner

cc: Beth Walukas, Manager of Planning
Chron
file: CMP - Environmental Review Opinions - Responses - 2009

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management Element included in the Congestion Management Program requires each jurisdiction to comply with the “Required Program”. This requirement can be satisfied in three ways: 1) adoption of “Design Strategies for encouraging alternatives to auto use through local development review” prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 that include safety elements such as convenient crossing at arterials?

Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review, such as ADA Accessibility Design Standards

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 that includes a process for including transit operators in development review?

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

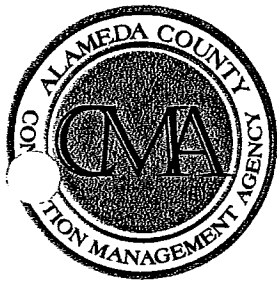
Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

AC Transit
Director
Greg Harper

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Vice-Mayor
Ruth Atkin

City of Fremont
Councilmember
Robert Wieckowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

April 3, 2009

Mr. Gary V. Patton
Deputy Director
Planning and Zoning
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612-2032
gpatton@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for Alta Bates Summit Medical Center, Summit Campus Seismic Upgrade and Master Plan

Dear Mr. Patton:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for Alta Bates Summit Medical Center, Summit Campus Seismic Upgrade and Master Plan. The 21.2-acre project site is bounded by 30th Street (south), Webster Street (east), 34th Street (north), and Telegraph Avenue and Elm Street (west) in the City of Oakland. The project would be a seismic upgrade of existing facilities and construction of new facilities in a phased master plan.

Phase 1:

- Construction of a new, seismically upgraded patient care pavilion (a replacement acute care hospital tower and relocated emergency department),
- New parking structure

Phase 2, would result in a net increase of 384,100 square feet and 806 parking spaces:

- New medical office building,
- New space for the Samuel Merritt College,
- Fitness center,
- Street level retail space, and
- Green space

The ACCMA respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP, the proposed project appears that it may generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation

- Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMA Board amended the CMP on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The ACCMA has a Countywide model that is available for this purpose. The City of Oakland and the ACCMA signed a Countywide Model Agreement on November 16, 2007. Before the model can be used for this project, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.
- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2007 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-880, I-580, I-80, I-980, SR 24, Harrison Street, Webster Street, Grand Avenue, Broadway, San Pablo Avenue, Telegraph Avenue, 14th Street, as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA does *not* have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2007 CMP for more information).
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

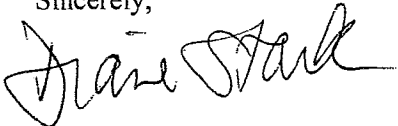
The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2007 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2007 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines

Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board on October 26, 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>
- The Alameda County Pedestrian Plan, developed by ACTIA, was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Countywide Pedestrian Plan is available at <http://www.acta2002.com/>
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.836.2560 if you require additional information.

Sincerely,



Diane Stark
Senior Transportation Planner

Cc: Beth Walukas, Manager of Planning
file: CMP - Environmental Review Opinions - Responses - 2009

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management Element included in the Congestion Management Program requires each jurisdiction to comply with the “Required Program”. This requirement can be satisfied in three ways: 1) adoption of “Design Strategies for encouraging alternatives to auto use through local development review” prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap clure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 that include safety elements such as convenient crossing at arterials?

Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review, such as ADA Accessibility Design Standards

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 that includes a process for including transit operators in development review?

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

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